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THE
BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



◆◆ VOL. 3 NO. 22 ◆◆
NOVEMBER 19 - DECEMBER 2, 1992

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LETTER FROM THE EDITOR

If there was an election that was important to the fishing industry, the recent general election would have been the one. And the results may prove to hold a very interesting future for local fishermen.

Starting at the top, it's been obvious to many that the leadership of President Bush and the Department of Commerce have been one of pursuing policies that attempt to do away with the independent fisherman and favoring a rigid structure which favors corporate fishing. President-elect Clinton just a few days ago suggested that he plans to change the direction of that department.

Secondly the republican charged effort to change the district was not enough to convince voters in this area and our northern communities to dump Gerry Studds and Barney Frank. Studds, who will become the next chairman of the powerful Merchant Marine Fisheries Committee has already pledged he will never forget New Bedford and I believe him. Congressman Frank is already hard at work learning the ropes of the industry.

You put all that in one bag and the fishing industry may end up a big winner in the long run. Washington might just start listening to you guys. We all accept the fact that major changes are heading our way but you must be ready to seize opportunities in the new administration and new Congressional leadership and representations.

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Front Photo: In a photo taken by Photographer John Ryan, Brian Mello, Captain of the F/V TT Gillie stands by the wheelhouse getting set for a trip out to the fishing grounds.

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We welcome guest columns and press releases.
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Publisher/Editor, Gary S. Golas

Administration, Kathy Golas

Writer/Interpreter, Joe Vinagre

**Special Writers, Richard Hiscock,
John K. Bullard, Howard Nickerson**

Photographer, John Ryan

Barnacle Office: 999-4255

FAX 999-4917

Ship to Shore..... *messages from offshore and home*

HAPPY BIRTHDAY
Capt Felix Bruce
Nov. 20th

HAPPY BIRTHDAY
ROY ENOKSEN
Eastern Fisheries
Nov. 22nd

RICHARD & JANET ROSE
HAPPY ANNIVERSARY!
NOV. 25TH

HAPPY BIRTHDAY
Capt Brett Claflin
Nov. 21st

HAPPY BIRTHDAY
Capt Al Nicodemsan
Nov. 23rd

HAPPY BIRTHDAY
Nov. 28th
Jim Manley

HAPPY ANNIVERSARY
Mr. Mrs. Kaspar Kdilhaug
Nov. 21

HAPPY BIRTHDAY
Anthony Murray
Nov. 26th

HAPPY BIRTHDAY
TOBY LEES
F/V Seel
Nov. 26th

HAPPY ANNIVERSARY
Paul & Joan Swain
Nov. 30

HAPPY BIRTHDAY
Donald MacDonald
Nov. 24th

Jack Murray, Jr.
HAPPY BIRTHDAY!!!
Dec. 1

HAPPY BIRTHDAY!!!
Paul Saunders
Dec. 2

Jim and Sandy Murray
HAPPY ANNIVERSARY!
Nov. 28th

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Deadlines are the first and third
Friday of each month for the
preceeding issue.

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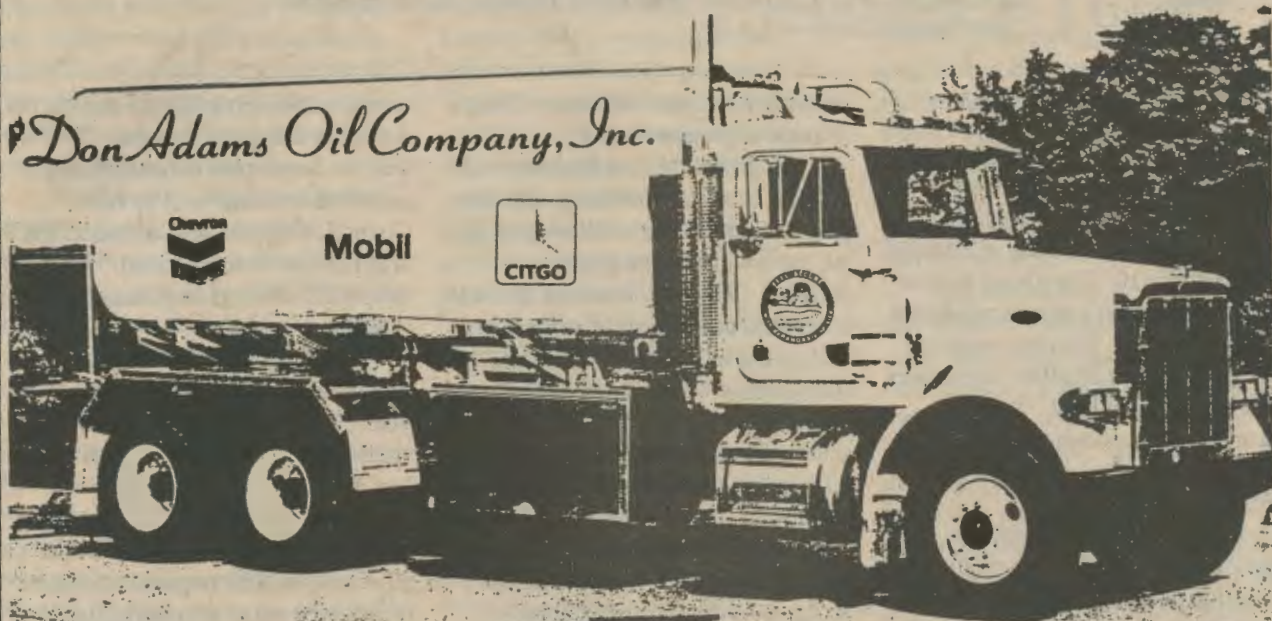
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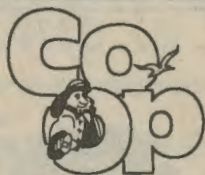
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New Bedford Takes A Stand

Written By John K. Bullard, Director of Fisheries Representation,
New Bedford Seafood Co-Op

GROUNDFISH PLAN

The Groundfish Oversight Committee of the New England Fishery Management Council tied up loose ends at their meeting in Portland on November 10. They hope to have public hearings on a new Amendment 5 in late January. They are working very hard but this deadline, like others before it, may not hold. The document will contain two major alternatives with minor variations thrown in.

Fishermen in New Bedford developed our most recent position at a meeting of the Co-Op Groundfish Committee and the Offshore Mariners' Association held at the Co-Op on November 5. Our position is outlined on page 16 of this issue of the *Barnacle Magazine*. We support the "non-preferred alternative" that applies 3 management measures to 3 areas of the fishing grounds, with certain conditions. This plan, as well as the preferred alternative, has been described in a previous issue of the *Barnacle*. Summaries are available at the Co-Op. We feel that the "3 area plan" best addresses the special conditions found in southern New England. In addition, its overall quota provides the best assurance that,

ultimately, the plan will work. That is its most important feature.

We accept the fact that there will be great economic hardship with any plan. We know that, with no plan at all, there will be even greater hardship. We know that over the next few years, unfortunately, some boats will go out of business. We know that some people will no longer be able to fish as their way of life. We are acutely aware of the pain that will be inflicted on the fishermen of this port because of the failure of past management plans properly to regulate fishing. What we will not accept is having this inevitable sacrifice wasted. We do not want to be standing here 5 years down the road still looking at badly depleted fish stocks. We are committed to creating a plan that will work — one where we will not out-smart ourselves with loopholes that render any plan meaningless. That is why we support the 3 area plan over the preferred alternative.

After we took our position we presented our views to our fellow fishermen from other ports who sit on the Industry Advisors Committee. The Advisors met in Portland on November 9. Though there is

considerable opposition to quotas, the Advisors did agree with New Bedford that the 3 area plan is better than the preferred alternative. The full Council, however, still considers the 3 area plan as "non-preferred." Only the public hearings can change their minds.

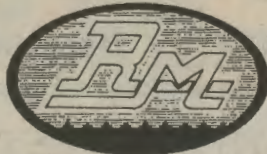
The Oversight Committee modified the 3 area plan after our vote. They lowered the overall species quota from the average of the last 3 years to what would be necessary to reduce fishing mortality by 10% in the first year. Given that all vessels will be required to declare themselves out of groundfishing for 2 months and 6" mesh will be required on Georges Bank and in the Gulf of Maine, this measure may have little real impact.

The Oversight Committee voted that the proposed Mobile Gear Night Fishing Prohibition within 12 miles of the coast would also apply to scallopers. They also voted to allow non-moratorium eligible vessels to retain the prevailing by-catch.

NET STRENGTHENERS

In a letter to permit holders, Richard Roe, the Regional Director of the National Marine Fisheries Service,

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states, "As of November 25, 1992, vessels operating in the Regulated Mesh Area will no longer be able to use netting or any other material on top of the regulated portion of the net. The only exception is that one splitting strap and one bull rope (if present) will be allowed."

This has been done to stop the common practice of using net strengtheners to reduce the effective opening of regulated mesh. While the regulation now calls for 5 1/2" mesh, it is estimated that the effective mesh size in southern New England is under 5". We have used this information to argue that in southern New England, even going to 5 1/2" throughout the area will result in significant reduction in catch. That is why we have opposed going to 6" mesh in the first year.

BARNEY FRANK

Barney Frank, re-elected as New Bedford's new Congressman, dropped by the Co-Op on November 5 to thank the industry for its support. He sat in for over an hour as our Groundfish and then our Scallop Committees hammered out a New Bedford position. Most politicians want to come in, say their piece and then quickly leave. Barney didn't come to speak. He came to listen ... and to learn. That speaks volumes about why Barney Frank has earned a reputation for knowledge of the issues and effective action on them. We know that Barney Frank will be an excellent fighter for the fishing industry, joining old friend Gerry Studds, who was also re-elected. We look forward to working with them both.

SCALLOP PLAN

The scallop plan is heading to public hearings in early January. The

preferred alternative abolishes the meat count and restricts full-time scallopers to about 205 days fishing. It establishes a moratorium and requires vessel tracking systems. It limits crew size to 9 and eliminates "cookies" and chafing gear from the top of the dredge. The full public hearing document as well as a brief summary and New Bedford's current position is available at the Co-Op. Just stop by or call me at 993-9926.

New Bedford scallopers formed our position at a meeting of the Co-Op Scallop Committee and the Offshore Mariners Association held at the Co-Op on November 5. We reiterated that our goal has been to eliminate the meat count. The preferred alternative does that even though the document asks for "comment" on its continuation. Therefore our position is relatively simple: we support the preferred alternative and we oppose continuation of the meat count. In addition we oppose increasing the minimum ring size to 3 1/4" in the first year and 3 1/2" in the third year. We also oppose continuation of the landing windows as well as shell stocking.

STRATEGY

We plan to call meetings of the Co-Op Scallop and Groundfish Committees (all interested parties are invited) as soon as the Council sets dates for the public hearings. We believe that there are two courses of action that will be totally ineffective. We shouldn't just oppose everything and we shouldn't complain that inadequate data invalidates the process.

The Council understands the frustration that everybody shares. They are as frustrated, or more so, than we are. They will not accept frustration as an answer because it

isn't. They expect opposition, but opposition to everything will be ignored — and, in my opinion, should be. They are interested in our preferences because they have to make decisions among competing plans. Opposing everything gives them no assistance in their difficult job. It also wastes an opportunity to influence the plan that we will live and fish under.

In a similar vein, complaining that we don't have enough data to make decisions is just another way to delay a process that is already too long delayed. There will never be perfect information. But the information at hand is sufficient to know that we are overfishing groundfish and scallops. Delay will only make the situation worse. It will only serve to increase the hardship that already looms too heavy for too many.

Given this we hope that the New Bedford fishing industry will attend the public hearings in great numbers. We hope we can stand united. We hope we can stand for something, not just against something. If we can participate in forming a group position and then support that group position at the public hearings, then our united voice will be heard. It is not too late for you to get involved. Review the alternative plans. Look over the current New Bedford stands on the issues. Let us know how you feel. Then attend the public hearings and stand together. **STRENGTH THROUGH UNITY** is not just the Co-Op's slogan. It is our course to creating management plans that will allow the New Bedford fleet to survive and eventually to thrive.



OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

To The Fishing Community

Many times in the last few years as executive director of Offshore Mariners Association, I have been asked by mates of both Atlantic Sea scallopers and groundfishermen: Why can't I join the Association? Most all mates aspire to be a Captain and probably an owner at a later date.

For over 5 years now we have felt that the Association had been formed for Captains who wanted involvement and a say in their future with the fishing problems of the times. That has not changed.

However, perhaps this was a mistake and in the last 5 years or more we have seen many concerned mates move up the ladder to Captain and quite a few to part owner or even full owner of a commercial fishing vessel.

In these trying times perhaps the legitimate mate who is hanging in their learning this most difficult trade should have a say and representation as a member of Offshore Mariners Association as to what the future may or could be.

Therefore, it has been decided that 50 mates, draggers or

scallopers on recommendation of their Captains or owners will be accepted as full members into Offshore Mariners Association.

There could be some tremendous changes in the near future by the US Coast Guard, National Marine Fisheries Service, NOAA; and the New England Fishery Management Council.

Fishermen, particularly Captains and Mates may have to have permits in 1993 in order to go fishing in those categories.

New duties may have to be taken over by the Mates as safety



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and equipment Rules and Regulations are worked out.

We also realize that we have some very capable Mates who have no desire to become Captains or Vessel owners and stay on their chosen vessels for many years.

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Captains however, when the regular Captain wants to or must stay ashore, many times not just for a trip but for months depending on the circumstances.

Offshore Mariners Association therefore will open its membership for a limited period to Mates who are accepted by the

membership committee as present or future Captain material.

Further information is available at the O.M.A. business office, 114 Mac Arthur Drive, New Bedford, MA Or call (508)990-1377.



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1960 Seafood Prices....

Information provided by National Marine Fisheries Service from 1960 stats

November 25, 1960

Scallopers

Baltic	9,900 lbs Scallops	Lillian B	14,000 lbs Scallops
Camden	11,200 lbs Scallops	Louis Thibaud	12,200 lbs Scallops
Catherine C	11,200 lbs Scallops	Sippican	13,200 lbs Scallops
Geraldine	13,200 lbs Scallops	Lacsin	11,200 lbs Scallops
Hilda Garston	13,200 lbs Scallops		

TOTAL 109,300 LBS Scallops Price .39

Draggers

Christine & Dan	33,000 lbs (4. haddock, .5 cod, 5.5 lemonsole, 23. yellowtail)
Richard Lance	30,000 lbs (10. haddock, 3. cod, 4.5 lemonsole, 12.5 yellowtail)
Sea Ranger	44,000 lbs (1. haddock, & 43. yellowtail)
Sharon Louise	27,000 lbs (2.5 haddock, 7. cod, 13. blackback, 4.5 yellowtail)
Susie O'Carver	22,700 lbs (.2 haddock, .4. cod, 4.5 blackback, 14. yellowtail)
Teresa Jean	31,000 lbs (18. haddock, 3.5 cod, 8.5 lemonsole, 1. yellowtail)

TOTAL 187,700 lbs

Haddock .10-.12

Codfish .09-.10

Yellowtail .10-.12

Blackback .05-.20

Lemonsole .20-.30



Mass. Maritime Academy December 1992 Fisheries Program Schedule

DECEMBER 5

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ATTENTION ALL CAPTAINS

A meeting of members of OFFSHORE MARINERS ASSOCIATION has once again told the Executive Director, Howard W. Nickerson:

**HE IS NOT TO PROVIDE SERVICE
AND/OR HANDLE A VIOLATION OF A
CAPTAIN WHO IS NOT A MEMBER OF
O.M.A.**

Likewise, anyone not paid up to the current month in dues will not have the Executive Director handle or assist with a violation.

Howard W. Nickerson
November 3, 1992





Photo by John Ryan

The crew of the scalloper F/V Linda keeps busy with the gear work for its Thanksgiving trip out of New Bedford. They include John Paul and Duane Makie.

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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

October 12, 1992/ 12:18 PM

Coast Guard Station Point Judith copied a distress call on channel 16 stating, "I am afraid I am sinking". The reporting source then began to mock the Coast Guard. The source was uncooperative when a channel change was attempted. There were no further broadcasts from the source nor to any urgent marine broadcasts.

October 13, 1992/ 7:32 AM

Yarmouth radio was contacted by the F/V Cape Venture reporting a fire aboard the vessel 155 miles east of Boston. The Coast Guard Cutter Alert operating within 10 miles copied the distress call and diverted herself. Prior to arriving on the scene, the fire was extinguished leaving the vessel disabled. A rescue and assistance team boarded the vessel to check the engine room for safe oxygen and explosive gas. After finding none the crew of the vessel was able to make necessary repairs and no further Coast Guard assistance was required.

October 14, 1992/ 2:29 AM

Coast Guard received a medevac request from the F/V Independence which was 10 miles northeast of Chatham. The request was made for a 36 year old crewman who was experiencing shooting abdominal pain that had increased over a six hour period. The flight surgeon was briefed and recommended that the patient be medevaced to a hospital. The medevac was performed successfully.

October 14, 1992/ 8:44 AM

The F/V Intrepid called for medical assistance 90 miles east of Gloucester stating that a crewman had taken a fall and apparently broken his leg at the knee. The patient was in bad shape and was suffering from shock symptoms. The flight surgeon recommended an air evacuation be performed as soon as possible. A helicopter was launched and successfully hoisted the patient for treatment in Boston.

October 14, 1992/ 1:12 PM

Coast Guard received a call from the F/V Gregg & Jeff stating that a 39

year old crewman had splashed a chemical bilge cleaner in his eye. A 41' Coast Guard vessel operating in the vicinity met up with the vessel and took the injured crewman to shore for further care.

October 14, 1992/ 12:01 PM

Coast Guard Station Woods Hole received a call from a boater who had sighted what appeared to be a 35' wooden vessel that had sunk in the vicinity of buoy number 1 at the entrance of Buzzards Bay. A Coast Guard Vessel was dispatched to investigate the call. Once on the scene, C.G. personnel reported that the vessel had been in the water for a long period of time and appeared to be a derelict. No identification numbers were visible on the vessel. Coast Guard Operation Center recommended that the vessel be sunk. After conferring with the Marine Safety Office and the Environmental Protection Agency, it was recommended that the vessel be towed to Cox's Ledge and sunk. The Cutter Point Francis towed the vessel to the ledge and sank it utilizing the 50 caliber machine gun.



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October 16, 1992/ 9:48 PM

Coast Guard Station Woods Hole monitored a calm male voice on channel 16 stating, "Hello," followed by "Help, Help". No directional find was obtained and there was no response to Coast Guard call backs. There was no

response to the urgent marine broadcast and there where no reports of distress or overdue cases in the area.

October 18, 1992/ 10:34 AM

A Coast Guard Aircraft on surveillance patrol received a

distress call on channel 16 from the F/V Carol Ann stating that they were disabled and adrift 90 miles south of Martha's Vineyard. A Coast Guard vessel was diverted to assist the 38' lobster boat. Once on the scene the vessel was taken in tow enroute to its home port at Montauk, New York.

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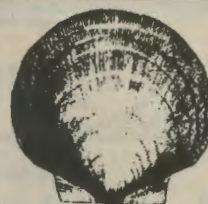


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SCALLOP LANDINGS



Monday, November 2, 1992

No Scallopers At Auction

14 vessels in port

Courageous
Oceanic
Kathry Marie
Warrior

Leader
Bernice C
Michelle Nancy
Endeavor

Enterprise
Act III
Jupiter
Harmony

Yankee Pride
Miss Margie

Tuesday, November 3, 1992

No Scallopers At Auction

5 vessels in port

Edgartown
Contender

Invincible
Luzitano

Viking Queen

Wednesday, November 4, 1992

No Scallopers At Auction

5 vessels in port

Huntres
Odyssey

Man O War
Kris Amy

Concordia

Thursday, November 5, 1992

No Scallopers At Auction

3 vessels in port

Janice Julie

Christine

Elizabeth Niki

Friday, November 6, 1992

No Scallopers At Auction

3 vessels in port

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Monday, November 9, 1992 *Bergies (inventory)* 8,500 lbs Channel \$5.45 Eastern Fisheries

18 vessels in port

Settler
Bell
Bountiful II
Legacy
Zeus

Acores
Massachusetts
Michigan
Nordic Pride
Friendfish

Commodore
Sonia Nancy
Frontier
Tradition
Endeavor

Dolphin
Zibet
Dilligence

Tuesday, November 10, 1992 *Bergies (inventory)* 7,500 lbs Channel \$5.35 Eastern Fisheries

5 vessels in port

Patriots
Liberty

Rainbow
Independence

Integrity

Wednesday, November 11, 1992 *F/V Texas* 1,000 lbs Channel \$5.40 Parisi Seafoods

7 vessels in port

Sea Ranger
Boca Bay

Rianda
Traveler

Integrity
Mariner

Texas

Thursday, November 12, 1992 *Atlantic Gem (inventory)*, 11,700 lbs Channel \$5.20, Eastern Fisheries

3 vessels in port

Prospector

Celtic

Northern Edge

Friday, November 13, 1992 *Atlantic Gem (inventory)*, 5,300 lbs Channel \$5.00, Eastern Fisheries

7 vessels in port

Mary Ann
Cape May

Poseidon
Victor

Drake
Neptune

Greg Jeff

* The listing of vessels under dates where no scallopers at auction appears does not necessarily imply that the listed scallopers landed that day. The vessels were simply observed to be in port within that date period. The list of vessels should also not be considered to be a complete list of vessels in port.

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SUMMARY

Scallop Management Plan Proposal and Port of New Bedford Recommendations

Prepared by John K. Bullard, November 4, 1992

PREFERRED ALTERNATIVE

- I. MORATORIUM (pages 13 - 16)
 - A. *March 2, 1989 Cutoff date*
 - B. *Three classes*
 - 1. Full-time (historical average over 150 days)
 - 2. Part-time (between 37 - 150 days)
 - 3. Occasional (under 37 days)
 - C. *Fishing power limit 10% increase in horsepower*
 - D. *Transferability - yes, but no ownership over 5%*
- II. FISHING EFFORT CONTROLS (pages 16 - 20)
 - A. *Year 1*
 - 1. Full-time: 201 - 205 days
 - 2. Part-time: 91 - 92 days
 - 3. Occasional: 18 - 19 days
 - B. *Year 2 & 3*
 - 1. Full-time: 170-183 days
 - 2. Part-time: 77 - 83 days
 - 3. Occasional: 16 - 17 days
 - C. *Year 3 Review and possible adjustment for years 4 - 7*
- III. ADDITIONAL MEASURES (pages 21 - 23)
 - A. *Technology*
 - 1. Maximum crewsize of 9, including captain
 - 2. Maximum dredge width of 30 feet, or 144' trawl
 - 3. Maximum increase in horsepower of 10%
 - 4. No shucking or sorting machines
 - 5. No at-sea transfer
 - B. *Minimum shell height remains 3 1/2"*
 - C. *Landing windows remain*
 - D. *Gear Restrictions*
 - 1. No chafing gear, cookies, etc. on top of dredge
 - 2. Minimum 5/12" twine top
 - 3. Minimum 3/4" rings in years 1 & 2
 - 4. Minimum 3/2" rings from year 3 on
 - E. *Groundfish By-Catch*
 - 1. Not included under groundfish moratorium: zero
 - 2. Included and under 61 GRT: 500 pounds per trip
 - 3. Included and over 61 GRT: 1000 pounds per trip
 - F. *Continuation of the Meat Count*
 - G. *Permits for Captains Required*
- IV. DATA COLLECTION AND MONITORING (pages 23 - 25)
 - A. *Permits for Dealers Required*
 - B. *Mandatory Reporting*
 - C. *Monitoring of Days-at-Sea by either*
 - 1. Vessel transponders, or
 - 2. Call -in, sign-in and authorized ports
- V. PENALTY SCHEDULE (page 25)
 - A. *Permit Sanctions from 1 month to permanent*
 - B. *Fines up to \$100,000 maximum*
 - C. *Maximum penalty for certain first-time violations*
 - D. *Severe Penalties for Non-reporting*

NON-PREFERRED ALTERNATIVES

- I. NO ACTION
- II. TRIP LIMIT AND LAYOVER DAYS (pages 26 - 31)
 - A. *Other Rules the Same*
 - B. *Layover of 6 Days Required*
 - C. *Trip Limits Based on Recruitment and target Mortality*
 - 1. Year 1 Not restrictive
 - 2. Year 2 4,500 7,500 for full-time
1,000 - 1,700 for part-time
- III. DAYS-AT-SEA WITH 22 GROUPS (pages 32-36)
 - A. *Other Rules the Same*
 - B. *22 Groups instead of 3*
 - 1. Year 1 range of days is 14 - 239
 - 2. Year 2 range of days is 12-201
- IV. DAYS-AT-SEA BASED TRIP LIMIT/LAYOVER (pages 37 - 41)
 - A. *Other Rules the Same*
 - B. *Trip Limit of 10,000 pounds*
 - C. *Full-Time Vessels (more than 150 days fished)*
 - 1. Year 1 Layover: 1-2 days
 - 2. Years 2 & 3 Layover: 5-7 days
 - D. *Part-Time Vessels*
 - 1. Year 1 Layover: 6-7 days
 - 2. Years 2 & 3 Layover: 10 -15 days
 - 3. Considerably less if 6 month season

NEW BEDFORD RECOMMENDATIONS

- I. SUPPORT THE PREFERRED ALTERNATIVE
- II. OPPOSE THE CONTINUATION OF MEAT COUNT
 - A. *Removal of chafing gear, etc. make it unnecessary*
- III. SUPPORT THE CHOICE OF TRANSPONDERS OR CALL-IN SYSTEM TO MONITOR DAYS-AT-SEA
- IV. SUPPORTS 1/2" TWINE TOP BUT CONCERNED ABOUT HOW IT WILL BE ENFORCED.
 - A. *One improperly repaired mesh shouldn't be a violation*
- V. MAKE FISHING POWER PROVISION CONFORM TO GROUNDFISH PLAN LANGUAGE
 - A. *Length, gross registered tonnage or net tonnage may not be increased more than 10%*
 - B. *Horsepower may not be increased more than 20%*
 - C. *One upgrade allowed during plan period.*
- VI. SUPPORT GROUNDFISH BY-CATCH OF 500 POUNDS PER DAY
FOR ALL FULL-TIME SCALLOP VESSELS
- VII. ALLOW CREW SIZE EXEMPTION FOR SEA SAMPLERS AND FISHERY MANAGEMENT TRAINEES
- VIII. SUPPORT IMPLEMENTATION BY EMERGENCY ACTION ONLY IF RING SIZE REMAINS CONSTANT

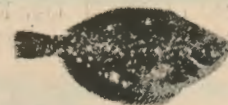
- IX. PREFER 3" MINIMUM SIZE RINGS UNTIL STUDIES COMPLETE
 - A. Elimination of chafing gear, which we support, will by itself cause a 50% reduction in catch.
 - B. Ring size evaluation studies not completed.
 - C. Need time to use up inventory.
 - D. 9 man limit will also reduce catch.
- X. OPPOSE CONTINUATION OF LANDING WINDOWS
 - A. No longer needed because of:
 - 1. Mandatory reporting
 - 2. Monitoring of days-at-sea.
 - 3. Elimination of meat count.
 - B. Other enforcement issues apply to all fisheries.
- XI. OPPOSE SHELL STOCKING
 - A. Produces an inferior product.
 - B. The conservation measures of a 9 man limit and days-at-sea don't work with shell stocking.
 - C. If shell stocking is allowed, we support an increase in minimum shell height to 4".
- XII. AVOID DISCUSSION ON LACK OF DATA OR IMPERFECTIONS THAT AREN'T ABSOLUTELY CRITICAL. WE DO NOT WANT OUR COMMENTS TO CAUSE FURTHER DELAY. OUR GOAL IS TO ELIMINATE THE MEAT COUNT.

Port of New Bedford Position Groundfish Management Plan

*As supported by the New Bedford Seafood Co-Op and Offshore Mariners Association
November 5, 1992*

- I. WE SUPPORT THE ALTERNATIVE MANAGEMENT PLAN (3 AREAS, 3 OPERABLE MEASURES) WITH THE FOLLOWING CHANGES OR CONDITIONS:
- II. NO MORATORIUM
 - A. It is not needed for the plan to be effective.
- III. SUBSTITUTE A LAYOVER DAY REQUIREMENT FOR THE TIE-UP PERIOD OF THE PLAN.
 - A. Make It equivalent to the two month de-up period as far as effort reduction for the first year.
 - B. This will eliminate the "gold rush" tendency as well as back-to-back compensatory behavior.
- IV. WE COULD SUPPORT GIVING THE REGIONAL DIRECTOR REGULATORY AUTHORITY PROVIDING THERE ARE THE FOLLOWING LIMITS:
 - A. Public Hearing required before changes.
 - B. Concurrence, not just consultation, by the NEFMC.
 - C. Mesh size increases must have 2 year notice.
 - D. Mesh size increases not greater than 1/4" in 2 years.
 - E. Quota reductions not greater than 10% per year.
- V. WE SUPPORT THE 3 AREAS AS DEFINED HISTORICALLY FOR SCIENTIFIC RECORDING PURPOSES.
 - A. We oppose moving any of the lines.
 - B. i.e. Georges Bank = ICNAF blocks #521-526
- VI. WE SUPPORT THE QUOTA PORTION OF THE PLAN.
 - A. It is essential to the plan's effectiveness.
 - B. It is NOT a species nor a vessel quota.
 - C. It does not include ocean pout, red hake or whiting.
- VII. WE SUPPORT A HADDOCK TRIP LIMIT OF 5000 POUNDS.
- VIII. WE SUPPORT THE ELIMINATION OF ALL CLOSED AREAS.
 - A. They are not required with the limit on days and quota and the increase in mesh size.

DRAGGER LANDINGS



Seel 27,500/ Sancor 19,300/ Valkyrie 12,500/ Calypso 12,500/ Marlu 11,000/ Nauset 14,400/ Atlantic Star 13,500

TOTAL 110,700 lbs

November 2, 1992
Monday

500 lbs
14,000 lbs
1,000 lbs
42,000 lbs
1,000 lbs
300 lbs
800 lbs
50,000 lbs

Haddock, Large 1.50
Cod Large 1.25-1.35 / Markets 1.30-1.40/ Scrods 1.15-1.25
Georges Large BB 1.50/ Small Blackbacks 1.50
Channel Flounder Large .85-1.00/ Small Blackbacks .90-1.00 / PW .90
Dabs Large 1.00/ Small .90
Greysole Large 1.50/ Small 1.25/ PW 1.00
SandDabs .30
Yellowtail 100-120 count 1.12-1.15 / 160-180 count 1.00-1.05

Mayflower 11,500/ Neves 15,000/ Blue Sea II 17,500/ Triunfo 15,000

TOTAL 59,000 lbs

November 3, 1992
Tuesday

100 lbs
8,000 lbs
12,000 lbs
1,000 lbs
200 lbs
1,500 lbs
36,000 lbs

Haddock Scrod 1.25
Cod Large & Markets 1.40/ Scrods 1.15-1.40
Channel Flounder Large & Small Blackbacks 1.00-1.05 / PW 1.00-1.05
Dabs Large 1.00/ Small .80/ PW .60
Greysole Large 1.00/ Small .80/ PW .60
SandDabs .40-.50
Yellowtail 100-120 count 1.20-1.30 / 160-180 count 1.06-1.10

Fisherman 15,000/ Iberia II 12,500/ Virginia Sands 21,000/ Alentejo 5,600

TOTAL 54,100 lbs

November 4, 1992
Wednesday

8,000 lbs
12,000 lbs
13,000 lbs
2,000 lbs
800 lbs
16,000 lbs

Cod Large 1.10-1.40/ Markets 1.20-1.40/ Scrods 1.00-1.30
Georges Lemonsole 1.60/ Large BB 1.55 / Small Blackbacks 1.50/ PW 1.25
Channel Large BB & Small Blackbacks 1.30/ PW .80
Dabs Large 1.20/ Small 1.00/ PW .80
SandDabs .30-.40
Yellowtail 100-120 count 1.20-1.30 / 160-180 count 1.10-1.15

Cowboy 14,100/ Lady Laura 13,000/ United States 21,000/ Sao Marcos 8,100/ My Way 7,700

TOTAL 63,900 lbs

November 5, 1992
Thursday

18,000 lbs
10,000 lbs
22,000 lbs
8,000 lbs
2,000 lbs
2,000 lbs
18,000 lbs

Cod Whale 1.40/ Large 1.40-1.55 / Markets 1.40-1.55 / Scrods 1.20-1.55
Georges Lemonsole 1.60/ Large BB 1.55/ Small BB 1.50/ PW 1.00
Channel Large BB 1.06/ Small BB 1.03/ PW 1.10
Dabs Large 1.00/ Small .80/ PW .60
Greysole Large 1.75/ Small 1.30/ PW 1.00
Sand Dabs .30
Yellowtail 100-120 count 1.35 / 160-180 count .80-1.00

Luso American II 15,200/Sen Viagem 16,000/ Sao Paulo 13,300/ Wanchese 21,800/ Sea Breeze 10,700/ Rams 18,400

TOTAL 95,400 lbs

November 6, 1992
Friday

21,000 lbs
13,000 lbs
4,000 lbs
3,000 lbs
95,000 lbs

Cod Whale 1.10/ Large, Markets & Scrods 1.00-1.10
Georges Lemonsole & Large BB 1.40/ Small BB 1.10-1.40/ PW 1.00
Channel Large BB .80-1.30/ Small BB .80-1.25/ PW .60
Sand Dabs .30
Yellowtail 100-120 count .80-1.10 / 160-180 count .65-1.10

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TOTAL 124,700 lbs
 43,000 lbs
 38,000 lbs
 6,000 lbs
 1,400 lbs
 4,000 lbs
 28,000 lbs

November 9, 1992
Monday

Cod Whale 1.20/ Large 1.20-1.30/ Markets 1.20-1.25/ Scrod .90-1.20
 Channel Flounder Large .80-1.10/ Small BB .75-.90/ PW .70-.90
 Dabs Large .90-1.00/ Small .70-.90/ PW .40-.70
 Greysole Large 1.00/ Small .80/ PW .60
 Sand Dabs .40-.50
 Yellowtail 100-120 count 1.00-1.10/ 170-180 count .70-.90

Niagara Falls 23,000/ Lucimar 19,800/ Buenos Aires 12,800/ Linda & Ilda 16,200/ Vila Ilhavo 15,400/ Elizabeth 13,000/ Brava Torreia 20,400/ Lisbon 10,900/ Barcolena 14,300

TOTAL 145,800 lbs
 53,000 lbs
 300 lbs
 55,000 lbs
 11,000 lbs
 700 lbs
 11,000 lbs
 22,200 lbs

November 10, 1992
Tuesday

Cod Large & Markets 1.15/ Scrod .80-.90
 Georges Flounder Large .80/ Small BB .60
 Channel Flounder Large .80-1.10/ Small BB .60-1.00/ PW .60-1.00
 Dabs Large 1.05/ Small .95/ PW .70
 Greysole Large 2.50/ Small 1.50/ PW 1.00
 Sand Dabs .40
 Yellowtail 100-120 count 1.00-1.05/ 170-180 count .70-.75

Luzo American I 23,500/ Santo Antonio 19,300/ Caravelle 17,000/ Chain 20,400/ Southern Crusader 20,200/ Ria Ajeiro 23,100
 TOTAL 123,500 lbs

57,000 lbs
 43,000 lbs
 18,000 lbs
 2,000 lbs
 700 lbs
 300 lbs

November 11, 1992
Wednesday

Cod Large .80-1.00/ Markets .70-1.00/ Scrod .70-1.00
 Channel Flounder Lemonsole .95-1.10/ Large .95-1.35/ Small .95-1.10/ PW .60-1.05
 Dabs Large 1.00/ Small .95/ PW .80
 Greysole Large 2.00/ Small 1.50/ PW 1.00
 Sand Dabs .40-.50
 Yellowtail 100-120 count 1.50/ 160-180 count 1.25

Sharon Marie 25,000/ Alem Mar 20,200/ Lady of Grace 13,500/ Humbak 17,400/ Iberia II 18,300

TOTAL 94,400 lbs
 41,000 lbs
 18,000 lbs
 3,000 lbs
 32,000 lbs

November 12, 1992
Thursday

Cod Large .80-1.00/ Markets .80-1.10/ Scrod .70-.85
 Channel Flounder Lemonsole 1.30/ Large 1.00-1.30/ Small BB .90-1.30/ PW .80-1.10
 Sand Dabs .30-.40
 Yellowtail 100-120 count 1.00-1.15/ 160-180 count .64-.75

Ana Palmira 11,000/ Capt Mano 17,500/ Imigrante 12,000/ Seel 14,200/ Isabel S 25,000/ Valkyrie 22,800/ Nauset 11,800/ Sea Escape 7,600

TOTAL 121,900 lbs
 54,000 lbs
 2,000 lbs
 14,000 lbs
 2,000 lbs
 1,000 lbs
 8,000 lbs
 39,000 lbs

November 13, 1992
Friday

Cod Large & Markets 1.00-1.20/ Scrod .80-1.10
 Georges Large BB 1.90/ Small BB 1.70/ PW 1.50
 Channel Flounder Large 1.45-1.75/ Small BB 1.30-1.75/ PW 1.00-1.75
 Dabs Large 1.20/ Small & PW .80
 Greysole Large 2.00/ Small 1.50/ PW .50
 Sand Dabs .50-.70
 Yellowtail 100-120 count 1.00-1.15/ 160-180 count .75-.96

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Fisherman's Legal Action Committee News

By Captain A. Cass, President and C. Morris, Secretary

FLAC appreciates your membership and invites new members to participate in efforts for the enhancement of fisherman's rights and for the protection of jobs in the fishing industry.

FLAC Comments To DMF

The following are comments on issues at public hearing.

1) (A) We oppose the establishment of a regulated fishery permit, Coastal Access Permit (CAP) for operators in State waters. CAP is unnecessary and poses an attempt to divide the fisheries, therefore, splintering fisherman's ability to be heard as a resource user group.

2) (A) Night-time closure of mobile gear should be extended to all gear including fixed gear; recreational fishing; and power plant sites where the most active and productive fishing capability lies. It was noted, by the absence of statistics from the Pilgrim Power Plant, Seabrook Power Plant, and Sandwich Power Plant, those especially close to Mass. and Cape Cod Bay, that the shutdown of those plants during the time of night-time closure would greatly enhance the fish population. Possibly some corrective action could be taken at the intake pipes of these plants to stop entrainment of larvae and juvenile fish.

To impose further regulation on the fishermen would produce undue hardship. If regulation is to be an effective measure in conservation then it should be directed at the greatest and most damaging vehicle - the power plants. Dave Pierce article in the Division of Marine Fisheries

News letter (Third Quarter 1992) states that the Brayton Point Power Plant (Somerset, MA) annually entrain and kill about 266-686 million winter flounder larvae. Power plant mortality, added to high fishing pressure, may severely erode spawning stock and cause recruitment failure. A quick calculation of these broad ranged figures tally to numbers of pounds of fish 200 times over the fishing capability of combined fishing pressure, at average, natural mortality.

(B) We are opposed to spawning closure at Billingsgate Shoal, unless spawning closure areas are closed to all fishermen, wether fixed, mobile gear or recreational and power plants, not to leave our sewage treatment plants and CSO's, licensed or otherwise, and not to leave out chemical plants sited on streams, brooks and riverways.

(C) We oppose the extension of Mount Hope Bay netting restriction to include all of Mount Hope Bay in consideration of the livelihood of the few commecial fishermen who work the area and the few seasonal transient fishermen who may choose to fish this area. It is not necessary to restrict "inshore net areas", because the lack of abundance of fish naturally restricts the fishing effort.

What larvae the Brayton Point Power Plant (Somerset, MA) hasn't entrained or thermally killed, ICI Americas (Dighton, MA), probably, has killed.

(D) We oppose arbitrary moratorium to any certain fishery set by an arbitrary control date at any given time in history that restricts future

rights to fishermen or women. Any fishery permit should have a minimum number so that those fisheries may be returned to former agenda.

(E) We strongly oppose an end to issuing "Inshore Net Permits" to individuals currently allowed to net winter flounder in certain bays, estuaries, and salt ponds. Our understanding is that there are only nine permits, at present. How many of these nine are certain? We also take objection to a Mr. Dave Pierce statement, "putting this fishery to bed." Nine permits will not seriously effect conservation, in fact, just the opposite is true. These fishermen who hold these permits do more to examine, report, clean and save the natural resources of bays, estuaries, and salt ponds than any government agency or environmental group. Herein, we would face another fisherman becoming extinct, as a result of regulations that set to divide and alienate user groups from each other. This is outrageous. This heretical act diminishes the voices and participation of those regulated in the future.

A question was raised by Phil Coates at the end of the meeting as to wether gear restriction might be enough to regulate inshore fisheries. All present were in agreement that this type of restriction, such as a 3/4 net with mesh size and type of net used would end the muddling of coastal fisheries management by implementation of unenforceable and unrealistic regulations.

While we agree stalwart goals are very important to conservation

and conservation is to preserve that does mean fishermen also.

(F) Catch limits should include size limitation with each recreational license which corresponds to the commercial restrictions. A bag limit of five fish with a seasonal closure would be effective conservation of all fisheries.

3) We are in agreement with allowable ten foot dredge limit on vessels fishing for scallops in State waters. It may be included that a design type be included with licensing so the conservation is also tied to the gear's ability to fish regardless of the horsepower, size, or electronic capability of the vessel.

Other Comments

In speaking to some of our members who are conk fishermen,

they are in agreement with the size restriction on conk. We would like to see what research has been done or proposed research in this area.

MASS. BILL H4534, an act to ban the landing or sale of lobsters taken by draggers outside state waters 15 being held. FLAC is strongly opposed to this bill and would like to see it released from the record and vetoed. While this Bill does nothing towards conservation, it will further alienate fishermen from the process by division.

Rights Of Seamen Working Aboard A U.S. Documented Vessel

Language within the U.S. Code mandate for a signed Fishing Agreement between captain/owner and crew, before sailing or penalties

apply. The Code requires posting the agreement in an accessible, visible place on the vessel. This agreement affords persons aboard some say as to what responsibilities are required or expected before, during, and after a trip. The Agreement details the lay or share; the watch stand and watch duration; and it can state the number of days at sea.

Membership Memorandum

FLAC is accepting membership at \$10/month or \$120/year. Donations are gratefully accepted. Thank you for your continuing support.
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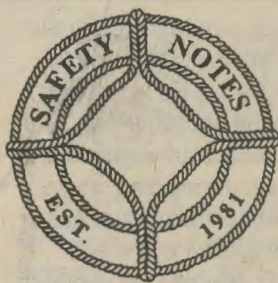
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Supplemental Notice FCC Update

In the last issue of SAFETY NOTES we outlined the issues being addressed in the Supplemental Notice of Proposed Rulemaking (SNPRM) published by the Coast Guard in the Federal Register on 27 October 1992. In this issue we will take a look at one of these issues - termination - in some detail, but first an observation. In reading a proposed rulemaking it is vitally important to read the section at the beginning of the notice entitled "Background and Purpose" for it is in this "background" or narrative section that one discovers the thinking behind the proposal. In commenting on a proposed rule it is important to support or attack not just the rule itself, but the rationale as well.

Termination

This proposed new section in Part 28 (the fishing industry vessel regulations) is intended to carry out the provisions of the Act (Commercial Fishing Industry Vessel Safety Act of 1988) set forth at section 4506, which states that the Coast Guard may direct the individual in charge of a commercial fishing industry vessel to immediately take reasonable steps necessary for the safety of the individuals on board the vessel being operated in a condition that creates an especially hazardous condition.

The discussion of Section 28.65 "Termination of Unsafe Operations" - found on page 48673 of the Federal Register is interesting in that it not only sets forth the

substance of the proposed regulation, but states the Coast Guard's opposition on "safe operation", as follows;

It is the obligation of the owner and the master or individual in charge of the vessel to ensure that the vessel is properly maintained, equipped, and operated at all times. While at sea, the master or individual in charge of the vessel has the responsibility to operate the vessel within the limits of its stability and environmental capabilities."

Thus when a Coast Guard boarding officer determines that a hazardous condition exists he (or she) may direct the master or individual in charge of the vessel to return the vessel to port until the hazardous condition is corrected. Depending on the situation, other options - in addition to termination - are possible, including but not limited to;

1. Immediate correction of the hazardous condition (if that is possible)
2. Filing of a Report of Violation against the owner, master, individual in charge of the vessel; and
3. Referral to the Marine Safety Office or Marine Inspection Office for investigation and possible Suspension and Revocation action against Coast Guard issued licenses, (Note; A fishing vessel of less than 200 gross tons is not, at this time, required to have a licensed master.

While the Coast Guard realizes that the

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termination of a commercial fishing operation may have serious economic consequences, including loss of income to the owner and crew, the safety of individuals on board, must in their judgement, be the highest priority. When conditions are considered to be life threatening or to have the possibility of leading to serious injury, termination of the voyage is warranted.

The proposed regulations adopt and refine the current criteria for termination set forth in a Commandant Instruction (COMDTISNT 16711.13) issued last October. Especially hazardous conditions that may lead to termination of a voyage of a commercial fishing vessel include, but are not limited to the following;

1. Insufficient lifesaving equipment on board including but not limited to;
 - (i) An insufficient number of serviceable PFDs or immersion suits on board; and
 - (ii) An insufficient number of serviceable survival craft for the number of persons on board.

(Note; Survival Craft are not required on vessels in New England until September 1993.)

2. No operable Emergency Position Indicating Radio Beacon (EPIRB), if required, or without operable communication equipment, if required. When both are required, then at least one must be operable.

3. Insufficient firefighting equipment on board.

4. Excessive gasoline liquid or vapors in any space.

5. Instability resulting from overloading or

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improper loading.

6. Inoperable bilge alarm, if required.
7. Intoxication of the master or individual in charge of the vessel, as defined in 33 CFR 95.020.
8. A total lack of operable navigation lights during periods of reduced visibility.
9. Required watertight closures missing or inoperable.
10. Flooding or uncontrolled leakage in any space.
11. Failure to have currently endorsed Load Line Certificate, when required.

With a couple of exceptions we find all of these criteria for termination to be fair and reasonable.

I believe, and will recommend, that a vessel required to be equipped with immersion suits should be terminated if it does not have the suits. PFDs, while adequate in warm water areas, are not a substitute for immersion suits in cold water areas. Second, an EPIRB is not an acceptable substitute for radiotelephone communications equipment on a vessel that is required to have both. Voice radio communications is the first vital link in any emergency. EPIRBs are wonderful when all else fails, but there is no substitute for early notification of a problem, and the ability to communicate directly with rescue units, particularly when a

crewman is sick or injured.

I will be traveling to New Orleans for a meeting of the Commercial Fishing Industry Vessel Advisory Committee the first week of December. If you have comments or concerns about the SNPRM that you would like me to convey to the Committee and the Coast Guard please do not hesitate to call.

To obtain a copy of the SNPRM contact the District Coordinator at the number below. Address your comments and concerns to; Executive Secretary, Marine Safety Council, Commandant U.S. Coast Guard (G-LRA-2/3406), 2100 Second Street SW, Washington, D.C. 20533-0001. Refer to docket number; CGD- 88-079a. Comments on the proposed rules must be received on or before 28 December 1992.

FCC Update

We have just learned that the Federal Communications Commission (FCC) has recently initiated civil penalty proceedings, ranging from \$8,000 to \$10,000, against five New Bedford area fishing vessels for transmitting on illegal (unauthorized) SSB frequencies that interfered with satellite communications.

Captains beware. Use of unauthorized frequencies can be expensive.

For Further Information

If you still have not received a

copy of the new fishing vessel safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Mr. Ted Harrington, Mr. Bob Higgins, or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444.

Courtesy Examinations

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing vessel contact the Fishing Vessel Safety Specialist in your area: MSTC Tim White, MSO Portland, Maine (207-780-3251); CWO Joe McKechnie, MSO Boston, Mass. (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203-468-4400); or, LT(jg) Paul Arnett, M10 New York (212-668-7810).

Richard C. Hiscock, founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety, previously published SAFETY NOTES for FISHERMEN and was author and editor of the FISHERMAN'S DIGEST. He is a member of the Society of Naval Architects and Marine Engineers, the U.S. Marine Safety Association, and serves on the Coast Guard's Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.



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Well-known Market Owner Passed Away



The New Bedford waterfront lost a good friend on October 27th. Richard "Turk" Pasquill, 53, died unexpectedly.

"Turk" as he was known to everyone, worked the docks was a fish lumper for close to thirty years. In 1983 he left the lumping scene to start a successful fish market and restaurant in Mattapoisett called "Big Turk's Seafood."

"Turk was a very kind, caring person," said Jim Dwyer, a close friend and co-worker. "He enjoyed people, young as well as elderly and he always tried to something for someone. He had a big heart."

Turk is survived by Judith Pasquill, one son, Richard and two daughters, Donna Pease and Darlene Pasquill.

We here at the *Barnacle Magazine* offer our condolences to the Pasquill family. We will miss him and his kindness.



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4 Fresh sole fillets	2-1/2 tablespoons butter
1/4 cup of flour	1 tablespoon drained capers
1/2 teaspoon paprika	1 tablespoon fresh pasley, chopped
1 lemon, halved	

Combine flour and paprika in a plate and season with salt and pepper. Coat fish with the flour. Thinly slice one lemon half and reserve and other half, squeeze the juice and reserve 2-1/2 tablespoons.

Melt 1-1/2 tablespoons of butter in large skillet over medium heat. Add fillets and saute until just cooked (2 minutes per side). Using large spatula, transfer fish to platter. Add remaining butter and stir until light brown, scraping up the bits in the pan. Add reserved lemon juice which was squeezed, capers and parsley and stir very briefly. Spoon over the fish and serve. Garnish with lemon wedges.

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New Fax Service Offers Daily Landing Info

If you have been wondering how you can now get daily fish landing information now that the National Marine Fisheries has cut back its information, look no further.

Desktop Marketing Concepts, the publishers of the *Barnacle Magazine* has announced a new Fax subscription service called FAXNET. The program will offer the full details of the morning fish landing activity in New Bedford.

The subscription rates for

the new service are set by the subscriber's location. The faxed report will include scallop vessel names that are known to be in port each morning as well as the results of the dragger landings from the New Bedford Seafood Exchange auction. Dragger vessel names and individual fish poundage and prices will be listed following the 8am weekday auction.

"We have found a strong need for such a service now that the National Marine

Fisheries Service has curtailed its information flow," said Gary Golas, Publisher of the *Barnacle Magazine* and WNBH radio Waterfront News Reporter. "A good number of businesses depend on detailed information of who is in and how much fish is going for and since I get the information already, it would be easy for me to pass it on with this new program."

You can get more details of how to start the service by calling 999-4255.

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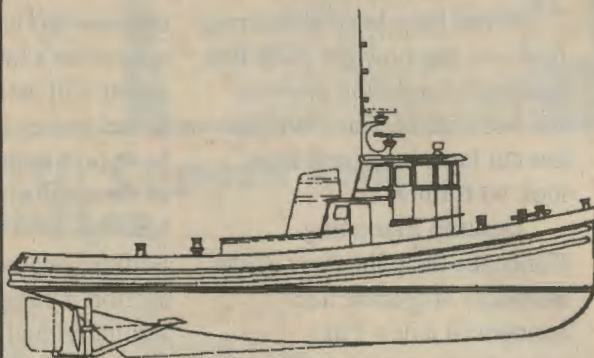
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The Mid-Atlantic Fishery Management Council will hold public hearings to allow for input on Amendment 3 to the Fishery Management Plan for the Summer Flounder Fishery. The scheduled public hearings are as follows:

30 Nov. 1992: Quality Inn, Rts. 1 and 138, South Kingston, RI

30 Nov. 1992: Wall Township Fire Hall, West Atlantic Avenue,
2208 Hadley Ct., at Rt. 34, Wall, NJ

1 Dec. 1992: Cape May Extension Office, Dennisville Road,
Cape May Court House, NJ

1 Dec. 1992: Holiday Inn,
3845 Veterans Memorial Highway, Ronkonkoma, LI, NY

1 Dec. 1992: Carteret Comm. College, Joselyn Aud.,
3505 Arendell Street, Morehead City, NC

2 Dec. 1992: Elizabetan Inn, Routes 64 & 264, Manteo, NC

3 Dec. 1992: Holiday Inn, Rt. 13, Salisbury, MD

All hearings will begin at 7:00 pm, except the New York hearing, which will begin at 7:30 pm, and will be tape recorded with the tapes filed as the official transcript of the hearing. Written comments will be accepted until 17 December 1992.

For further information contact: John C. Bryson, (302-674-2331) Executive Director of the Mid-Atlantic Fishery Management Council, Room 2115 Federal Building, 300 South New Street, Dover, Delaware 19901.

Amendment 3 is intended to replace the demarcation line in the exempted fishery with a line that follows 72°30.0' W. until it intersects the southern boundary of the management unit (the southern border of North Carolina).

Additionally, Amendment 2, as stated above, provides that vessels not in the exempted fishery and not using fly nets, must use a large mesh net (5.5" square, 6" diamond) when they retain more than 100 lbs of summer flounder. This Amendment 3 would increase that threshold to 200 lbs of summer flounder during the winter fishery, from 1 November to 30 April. During this period vessels could retain up to 200 lbs of summer rounder before using a large mesh is. 5 diamond or 6" square) net. Otter trawl vessels fishing from 1 May through 31 October could only retain up to 100 lbs of summer flounder before using the large mesh net.

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“O Seguro Morreu De Velho”

By José Vinagre

Sempre ouvimos dizer que “não há substituto para a experiência” e é baseado nesse prisma que tentamos escrever estas poucas linhas o mais frequentemente possível, usando essa mesma experiência para melhor ilustrarmos o nosso parecer.

Há alguns anos atrás, trabalhamos durante algum tempo para uma pequena companhia de aviação que operava num angar do aeroporto de New Bedford, e que tinha um contracto especial de fazer a entrega diária dos jornais do Standard Times de New Bedford para as ilhas de Marthas Vineard e Nantucket. Por varias vezes tivemos o grande prazer de acompanhar o piloto nesse voo diário. Se bem que o mesmo avião era usado diariamente para o mesmo voo, NUNCA levantamos da pista sem que uma revista minuciosa do avião fosse feita, acompanhada de uma lista acinada pelos dois ocupantes, nós e o piloto.

Baseado nessa experiência e porque vários problemas têm acontecido na nossa frota, perguntamos recentemente a um (armador-capitão) porque é que uma lista semelhante não é usada a bordo destes barcos? Quando ele nos responde que “isso dá muito trabalho e ninguém se quer preocupar em fazer”. Evitava-se que viagens fossem encortadas devido a pequenos problemas que seriam reparados em terra antes da saída. Por vezes ouvimos falar de barcos que saíram barra-fora para pescar mas que por falta de uma inspecção minuciosa, voltam para terra após algumas horas de viagem para reparar avarias que poderiam ser detectadas antes de se fazerem ao mar.

Assim como o departamento da Aeronautica Civil exige que todo o pessoal responsável pelo transporte aéreo seja devidamente qualificado para fazer uma inspecção devida antes de voar, do mesmo modo todo aquele que se faz ao mar, devia ser obrigado a fazer a devida inspecção antes de sair da barra.

O Departamento da Guarda Costeira exige que uma serie de aparelhos de segurança sejam postos a bordo; alarmes de porão boias de salvação, fatos de flutuação, jangadas pneumáticas apetrechadas com toda a gama de acessórios de sobrevivencia, e os famosos aparelhos que trabalham por comunicação de satellite, indicando a posição do barco em caso de emergencia.

Devido ao constante assalto aos barcos, muitos

armadores veem-se forçados a fechar os seus aparelhos de salvação com cadeados e correntes, e por vezes esquecem—se de os repor no seu devido lugar, ou seja onde eles possam fazer o seu trabalho na devida altura.

É aqui que a lista que mencionamos anteriormente teria o seu uso.

É pena que casos como o do Barco Atlantis aconteçam, contudo, talvez as vidas que se perderam sirvam de aviso para que todas as precauções sejam tomadas. Radars em perfeito funcionamento, aparelhos de emergencia em forma de comunicar, jangadas pneumáticas e fatos de flutuação no ponto mais acessível, e a tripulação devidamente treinada a agir caso seja necessario, para que todas as viagens sejam um autentico sucesso.

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POR SI, ELES "LUTARÃO" COMO MAIS NINGUEM.

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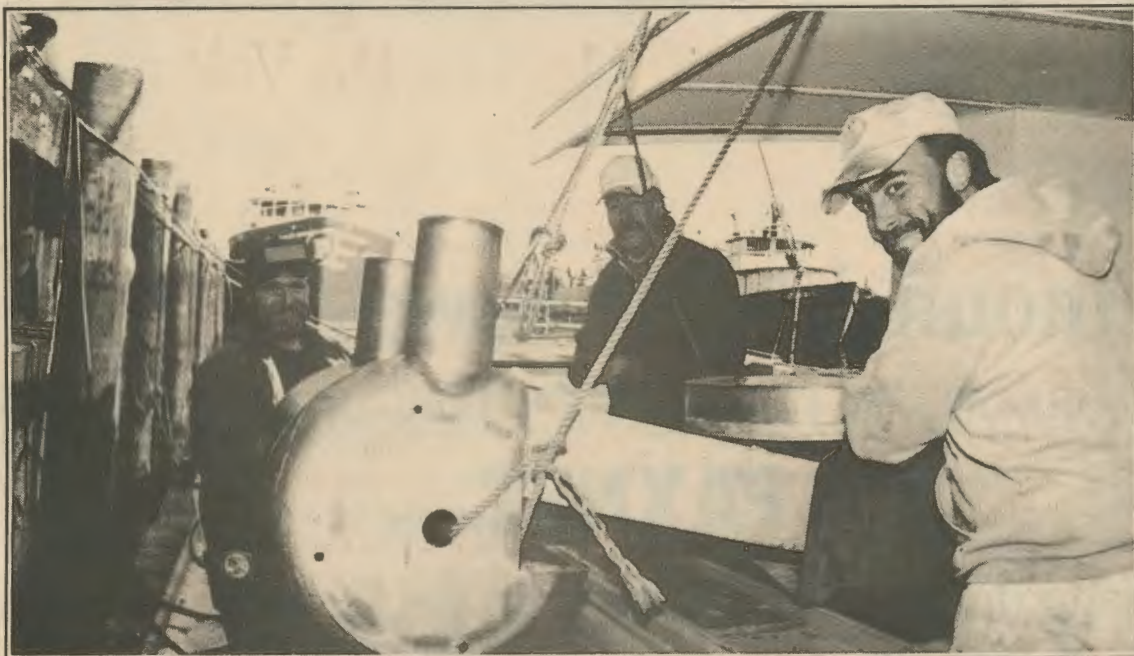


Photo by John Ryan

The Lobster Boat F/V Jim Dandy is getting refitted for gillnetting by Billy Rebello, Freddie Stowell and welder Ronnie Charcier Jr..

NOTICIA

Numa reuniao dos membros da Offshore Mariners Association o director executivo, Sr. Howard W. Nickerson foi informado que nao deve assistir qualquer capitao ou ajudar em qualquer forma, qualquer pessoa que nao seja membro da associacao.

Da mesma forma, qualquer membro que nao tem as suas cotas em dia, tambem nao pode receber qualquer ajuda.

Howard W. Nickerson



Noreen Duffy

Natalie Woolley

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